

BRITISH FORM LINES IN ERIN

HARDING TO CRACK WHIP IN CONGRESS

Will Make Fight of Career for Ship Subsidy Bill.

BY DAVID LAWRENCE. (Copyright, 1922, by The Argus.) Washington, June 5.—President Harding has come to a showdown with members of his party in congress. He means to keep congress in session until a ship subsidy bill is passed. Hopes of adjournment in August so as to give members an opportunity to participate in their own campaigns in September and October are rapidly vanishing. The president is in earnest in his insistence upon passage of the bill creating a new American merchant marine and will make the fight of his career for it. If congress adjourns without action, a special session will probably be called at once.

Urged by his friends to assume active leadership of his party on the tax bill last year and then the tariff and the bonus, Mr. Harding has refrained from taking the reins. But he is up in arms on the ship subsidy measure. It is to his mind a pledge the party must keep. Just as Mr. Wilson in his first term regarded currency reform as paramount and kept congress in continuous session all summer until he obtained action so is Mr. Harding convinced that the major act of his administration is to provide a merchant marine.

Stand or Fall on Issue. Mr. Harding is willing to stand or fall as party leader on the merchant marine issue. The nation is today losing \$50,000,000 a year in operating the ships inherited from the war and vessels are steadily depreciating in value and no other ships are being built by private shipbuilding companies to replace the war fleet. To drag on this way means in Mr. Harding's judgment an absolute failure of the United States to keep her place on the seas with Britain and through the profits from private operation. The private companies will be limited to ten per cent in the taking of profits and must divide 50 per cent of their excess with the government to repay the subsidy. The government is guaranteed, it was indicated by the government but if the private owners are successful they cannot take more than a specific amount.

Present Plan Condemned. Chairman Albert D. Lasker of the shipping board, who is largely responsible for the evolution of a concrete plan to bring order out of chaos in which the government found itself after the war with Russia.

Chilean Delegation Receives Further Instructions From Santiago on Tacna-Arica.

Washington, June 5.—(By the Associated Press.)—The Chilean-Peruvian conference resumed its session today after the Chilean delegation had received further instructions from Santiago. Although understood to be of a character to advance the negotiations, it was indicated that the message from the Chilean capital was not of a conclusive nature, and would require further discussion.

FORD WOULD RUN FOR PRESIDENT IF PEOPLE WANT HIM

Detroit, Mich., June 5.—(By the Associated Press.)—Henry Ford has intimated privately that he would run for president "if the people of the country desire him to do so," but "he would refuse to spend any money to bring about his nomination or election," according to William T. Kronberg, editor of a Dearborn newspaper, and one of the leaders in the Dearborn "Henry Ford for President" club.

JURY IN SMALL CASE GETS INTO A 'FAMILY ROW'

Eleven Vote For Ball Game, 1 For Picnic.

Waukegan, Ill., June 5.—(By the Associated Press.)—The jurors trying Governor Len Small are fighting again, this time among themselves as well as with their bailiffs. The trouble started Sunday when 11 jurors voted to attend a baseball game at Aptichio, and the 12th, August Larsen, wanted to attend a picnic at the Viking club at Guernsey. Failing to agree, the 11 telephoned Judge Claire C. Edwards and requested that Larsen be locked up while they went to the ball game. The judge declined to separate the jurors and directed that the will of the majority should prevail, and Larsen go to the game.

Juror Larsen then developed a headache and declined to go, so the Antioch trip was called off. The twelve jurors together later in the day to wage a common war. John Whalen, one of their bailiffs, Whalen took the jurors for a walk when Larsen recovered from his headache, and when the party reached the harbor the jurors rent fishing tackle and proposed a fishing expedition at a dozen lighthouse pier, a half mile from shore. The elderly bailiff declined to walk that far and the jurors were finally forced to fish in shallow water at the shore end of the break.

Today the jurors renewed previous complaints against the bailiffs. Two weeks ago they threatened to strike unless they were given younger bailiffs who would walk farther and stay out later at night.

Object to Court Hours. The jury this morning objected to the hours of court which were fixed by agreement of the lawyers for Governor Small and the state—and presented a petition to the court asking that the working day be lengthened an hour and a half. The jurors want to work from 9 a. m. to 5 p. m., instead of from 10 a. m. to 4:30 p. m.

The court's troubles with the dissatisfied jurors overshadowed this morning's testimony, which consisted of three Chicago clerks identifying records and photographic copies of records introduced by the state.

As a spectacle, the governor's trial has almost ceased to interest Waukegan. The opening of the seventh week found a dozen spectators on hand, and they drifted away by ones and twos as the monotonous introduction of papers and books proceeded.

Hanging Elapses Trial. Around the court house the trial is completely eclipsed by Sheriff Elmer Green's search for a convenient spot to hang a prisoner, sentenced to die a week from Friday. Lake county hasn't had an execution for 50 years. The sheriff wanted to erect the gallows in the court room, where the governor's trial is held, or in the adjacent corridor, but being dissuaded from that, has finally decided to utilize the attic above the court room.

WOMEN'S TRADE UNION IN MEET

Convention Opens at Waukegan, Ill.; Will Discuss Child Labor and Other Problems.

Waukegan, Ill., June 5.—Means of combatting wage reductions for women in industry, shorter hours, child labor and unemployment were leading matters to come before the eighth biennial convention of the National Women's Trades Union League of America, which opened here today. The convention will last five days.

Women last night all parts of the country representing their sex in all branches of industry were among the delegates.

New child labor legislation, demanded since the invalidation of sections of the federal statute, will be one of the most important recommendations of the convention, according to Mrs. Raymond Robbins, who presided.

THE WEATHER

Generally fair tonight and Tuesday. Moderate temperature yesterday. Highest temperature yesterday, 80; lowest, 60. Wind, variable, 7 a. m., 1 mile per hour. Precipitation, none.

CAR STRIKE IMMINENT; ULTIMATUM

Recognize Union, Give Increase Within 48 Hours.

Union street car men employed by the Tri-city Railway company met this afternoon and presented demands for recognition of the union, giving the company 48 hours in which to decide to accede to the demands. A refusal, the men said, will mean a general strike. If a strike is called it will come before the end of the week.

Mr. Roderick, superintendent of Illinois lines of the company, issued the following statement after the brief meeting: "The company has agreed in the franchises from the public to arbitrate of wages and working conditions and is willing to abide by the franchisees." He was unwilling to arbitrate with the company would take in the new turn the controversy has taken.

Company's Attitude. Strike authorized at meetings Saturday night and Sunday morning, followed report of the men's committee of eight members which had been in conference with Tri-city Railway company officials during the week. The committee reported that in answer to the union's claim for a wage increase from 55 cents to 65 cents, the company said:

It is financially unable to give the men more than 45 cents an hour, or possibly 50 cents later on. It will sign an agreement with the men on these terms: not wish to arbitrate with the men the advisability of according a higher wage.

If the unions appeal to the Rock Island and Davenport city administrations and thus force the company to arbitrate, it will sign no working contract with the men, by this act refusing to recognize the union.

In both the Davenport and Rock Island franchises to the railway company it is provided that in case of working conditions or disagreements the union men and the company may resort to a board of arbitration. This board is composed of a representative from each side and a third person chosen by the two others. The board's decision is final.

But the franchisees do not require recognition of the unions by signing of working and wage agreements with union officers. The board's committee argued that it is this omission that is being seized upon by the company to force lower wages.

The men believe that their threat to strike if the union is not recognized will bring about a different attitude on the part of the railway officials.

Not a Wage Strike. If the men go on strike it will not be for a 65-cent wage. This point was stressed by E. H. Wendel, Rock Island, member of the men's executive committee, in a statement to The Argus this morning.

"We have come to the point," he said, "where the company's demand and ours cannot be reconciled except by arbitration, and we are heartily in favor of naming an arbitration board and letting them go to it. In voting to go on strike we are merely upholding our right to arbitration and to recognition of our union."

"For 18 years the Tri-city Railway company and the street car operators have settled their relationship yearly and made provision for working conditions and wages in company-union contracts. We see no reason for changing the order of things this year, and an insurance system. Out of the \$1.25 monthly dues a fund is maintained from which an employee belonging to the union receives death benefits, \$250 during his first year of work, and \$100 more than that amount every year thereafter with the maximum death benefit of \$500 after six years' service. Special assessments are made on union members in case of death of members and their wives and children, also."

The installation of the one-man car is said by the men to be a strong argument in the demand for higher wages. When one man instead of two operates a car it means that he does the work of two men, conductor and motor-man. This fact, they believe, warrants a higher wage.

Rep. Herrick, Modest and Self-Effacing, Is Pained By Press 'Sensationalism'

BY BURTON LEE. Consolidated Press Correspondent. (Copyright, 1922, by The Argus.)

Washington, D. C., June 5.—Maurice Herrick, the only son of John and Belinda Herrick, and representative in congress from the Cherokee strip of Oklahoma, where the Indians live, simply can't keep out of the papers no matter how hard he tries. It was only a few days ago that he arose in his place in the house and applauded an attack on the press, because it was stated the press was not being fair to a hard-working, capable congress.

"The newspapers are always trying to create an atmosphere of sensationalism," said "Beauty Contest" Herrick. "They do this to bring a few extra pennies into their treasury, and that is all they care about. They are not caring for their country, but for their own treasury."

He "Hates" Publicity. This from the man whose staging of a personal beauty contest, with himself as the prize, brought him a peck of trouble and notoriety, to say nothing of a breach of promise suit for \$50,000 which Herrick says has never been brought and which a Siegfried "Follies" girl tearfully says has. Not content with cheating the newspapers of any sensational story to write about, Herrick announced himself recently as "the dapper flyer of congress" and vowed he would sail his own aeroplane over the capitol and perform the most daring stunts ever attempted by an aviator in the war or out. Mr. Herrick hated the publicity which attached to this episode. He had hoped to fly over congress and the president and the rest of Washington without the sensational press knowing anything about it. But he couldn't secure a plane of his own and had to content himself with flying in a plane piloted by an army aviator. 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